

PAVEMENT MARKING AND SIGNING NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE FINAL SURFACE COURSE IS PLACED SO THAT THE STRIPING IS OFFSET ONE FOOT CLEAR OF THE CONSTRUCTION JOINT, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF PERMANENT PAVEMENT MARKINGS ON THE FINAL SURFACE COURSE FOLLOWING CONTROL POINTS THAT HAVE BEEN SET NO MORE THAN 50 FEET APART ALONG THE LINES TO BE STRIPED.
3. AT THE COMPLETION OF THE FINAL PAVEMENT SURFACE EACH DAY, CENTER LINES, LANE LINES, AND STOP BARS SHALL BE STRIPED WITH ONE APPLICATION OF STANDARD REFLECTORIZED TRAFFIC PAINT AT THE LOCATIONS OF THE PERMANENT STRIPING. THE PAINT SHALL HAVE A MAXIMUM THICKNESS OF 10 MILS WET (5 MILS DRY).
4. WHEN MORE THAN ONE COURSE OF NEW ASPHALT PAVEMENT IT TO PLACED, THE INTERM SURFACE SHOULD BE MARKED FOR CENTERLINES AND LANE LINES WITH A THIN APPLICATION (10 MILS WET, 5 MILS DRY) OF STANDARD REFLECTORIZED TRAFFIC PAINT. THE BROKEN LINE SHALL 4 FEET LONG, SEPERATED BY SPACES OF 36 FEET, AND THE SOLID LINES SHALL BE SOLID, RECOGNIZING THAT IT IS NOT ALWAYS PRACTICAL TO DO THIS. IT IS ACCEPTABLE TO UTILIZE TEMPORARY PAVEMENT MARKER (CHIP SEAL MARKERS) PER ADOT STANDARD DRAWINGS, TO SIMULATE CENTERLINE AND LANE LINE MARKINGS FOR A DURATION UNTIL THE FINISHED SURFACE IS PLACED AND PAINT STRIPING IS APPLIED IN THE PERMANENT LOCATIONS. IN THE LATER CASE, SIGNS SHALL BE POSTED AT EACH END OF THE PROJECT IN INDICATING THAT THERE ARE "NO PAVEMENT MARKINGS NEXT ----- MILES".
5. THE FINAL STRIPING SHALL BE 60 MIL (0.60 INCHES) THICK HOT-SPRAYED THERMOPLASTIC REFLECTORIZED STRIPING PLACED OVER THE EXISTING STRIPING BETWEEN 7 AND 14 CALENDAR DAYS AFTER THE COMPLETION OF THE FINAL PAVEMENT SURFACE, AS DIRECTED BY THE ENGINEER. ALL OTHER MARKINGS SHALL BE APPLIED AT THE SAME TIME.
6. ALL FINAL STOP BARS, SINGLE ARROWS, FREEWAY ARROWS, AND "ONLY" LEGENDS SHALL BE WHITE 90 MIL (0.90 INCHES) THICK ALKYL EXTRUDED THERMOPLASTIC REFLECTORIZED MARKINGS.
7. SINGLE ARROWS, FREEWAY ARROWS AND "ONLY" LEGEND SHALL BE INSTALLED IN ACCORDANCE WITH ADOT STD. DWGS.
8. ALL RAISED PAVEMENT MARKERS SHALL BE INSTALLED WITH A BITUMINOUS ADHESIVE WHICH IS ON THE ADOT APPROVED PRODUCTS LIST.
9. ALL RAISED PAVEMENT MARKERS SHALL BE INSTALLED SO THAT THE REFLECTIVE FACE OF EACH MARKER IS FACING THE DIRECTION OF TRAFFIC AND IS PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW.
10. ALL RECESSED PAVEMENT MARKERS SHALL HAVE AN ABRASION-RESISTANT COATING ON THE FACE OF THE PRISMATIC REFLECTORS AND SHALL BE INSTALLED WITH A BITUMINOUS ADHESIVE WHICH IS ON THE ADOT APPROVED PRODUCTS LIST.
11. ALL RECESSED PAVEMENT MARKERS SHALL BE INSTALLED SO THAT THE REFLECTIVE FACE OF EACH MARKER IS FACING THE DIRECTION OF TRAFFIC AND IS PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW. THE "ONLY" PAVEMENT MARKERS SHALL BE INSTALLED SO THAT THE CLEAR REFLECTIVE FACE OF EACH MARKER IS FACING APPROACHING TRAFFIC AND IS PERPENDICULAR TO THE DIRECTION OF TRAFFIC FLOW.
12. THE CONTRACTOR SHALL INSTALL GROUND-IN-RUMBLE STRIPS CONTINUOUSLY ALONG EDGE LINES, EXCEPT ON CONCRETE SURFACES OR ON BRIDGES WITH NO MORE THAN HALF AN INCH OF AR-ACFC. THE GROUND-IN RUMBLE STRIPS SHALL CONFORM TO THE DETAILS SHOWN ON ADOT STD DWGS.
13. THE CONTRACTOR SHALL INSTALL TRANSVERSE GROUND-IN RUMBLE STRIPS IN THE TRAVEL LANE APPROACH TO THE INTERSECTION INDICATED ON THE PLANS. THE TRANSVERSE RUMBLE STRIPS SHALL CONFORM TO ADOT STD DWGS. THERE SHALL BE NO MEASUREMENT OR PAYMENT FOR THE TRANSVERSE RUMBLE STRIPS.

14. WHERE RAISED PAVEMENT MARKERS ARE PLACED ALONG SOLID STRIPING, THE NEAREST EDGE OF EACH MARKER SHALL BE OFFSET ONE INCH FROM THE NEAREST EDGE OF THE STRIPING.
15. WHEN STRIPE OBLITERATION IS NECESSARY, IT SHALL BE ACCOMPLISHED BY APPROVED METHODS, AS INDICATED IN THE SPECIAL PROVISIONS. PAINTING OVER STRIPING, REMOVAL OF PAVEMENT, AND OVERLAYING PAVEMENT DO NOT CONSTITUTE STRIPE OBLITERATION.
16. THE CONTRACTOR SHALL PRESERVE ALL ROADWAY SIGNS, SIGN SUPPORTS, OBJECT MARKERS, AND MILEPOST MARKERS. THE CONTRACTOR SHALL REPLACE ANY SIGNS, SIGN SUPPORTS, AND MARKERS DAMAGED AS A RESULT OF THE CONSTRUCTION AT THE CONTRACTOR'S EXPENSE.
17. THE CONTRACTOR SHALL DELINEATE ALL NEW GUARD RAIL END TREATMENTS IN ACCORDANCE WITH ADOT STD. DWGS. AND ADOT STANDARD SPECIFICATIONS. THERE SHALL BE NO MEASUREMENT OR PAYMENT FOR THE GUARD RAIL END TREATMENT DELINEATION.
19. THE CONTRACTOR SHALL REPLACE ALL DELINEATORS WITH NEW FLEXIBLE DELINEATORS AT THEIR CURRENT STATIONS. IN ADDITION, THE CONTRACTOR SHALL INSTALL DELINEATORS IN ACCORDANCE WITH ADOT STD. DWGS., AND AS DIRECTED BY THE ENGINEER. ALL FLEXIBLE DELINEATORS SHALL BE ON ADOT'S APPROVED PRODUCTS LIST.
20. THE CONTRACTOR SHALL OFFSET THE CHIP SEAL MARKERS OR REMOVE THE MARKERS IMMEDIATELY PRIOR TO APPLYING THE FINAL STRIPING SO THAT THE MARKERS WILL NOT INTERFERE WITH THE APPLICATION OF EPOXY PAVEMENT MARKERS.
21. THE CONTRACTOR SHALL APPLY ONE APPLICATION OF WHITE STANDARD REFLECTORIZED TRAFFIC PAINT AS A TEMPORARY STOP BAR ON THE SAME DAY THE FINAL SURFACE COURSE COVERS AN EXISTING STOP BAR.
22. THE FINAL STRIPING SHALL BE A TWO-PART EPOXY PAVEMENT MARKING MATERIAL PLACED BETWEEN 7 AND 14 DAYS AFTER THE COMPLETION OF THE FINAL PAVEMENT SURFACE, AS DIRECTED BY THE ENGINEER. THE TWO-PART MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIAL PROVISIONS.
23. ALL FINAL STOP BARS, PAVEMENT ARROWS, AND "ONLY" LEGENDS SHALL BE WHITE TYPE I PREFORMED WHITE TYPE I PREFORMED PAVEMENT MARKING TAPE.
24. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE ENGINEER, BY SWEEPING AND AIR-JET BLOWING, IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS. THE ROADWAY SURFACE SHALL BE DRY. THE PAVEMENT TEMPERATURE SHALL NOT BE LESS THAN 40°F AND THE AIR TEMPERATURE SHALL NOT BE LESS THAN 35°F FOR THE PLACEMENT OF EPOXY PAVEMENT MARKINGS.
25. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE ENGINEER, BY SWEEPING AND AIR-JET BLOWING, IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS. THE ROADWAY SURFACE SHALL BE DRY AND THE AIR AND PAVEMENT TEMPERATURES SHALL NOT BE LESS THAN 50°F FOR THE PLACEMENT OF THERMOPLASTIC STRIPING, THE ROADWAY SURFACE SHALL BE DRY AND THE AIR AND PAVEMENT TEMPERATURES SHALL NOT BE LESS THAN 60°F FOR THE INSTALLATION OF TYPE I PAVEMENT MARKING TAPE.
26. THE CONTRACTOR SHALL CLEAN THE ROADWAY SURFACE TO THE SATISFACTION OF THE ENGINEER, BY SWEEPING AND AIR-JET BLOWING, IMMEDIATELY PRIOR TO THE PLACEMENT OF ALL PAVEMENT MARKINGS. THE ROADWAY SURFACE SHALL BE DRY. THE PAVEMENT TEMPERATURE SHALL NOT BE LESS THAN 40°F AND THE AIR TEMPERATURE SHALL NOT BE LESS THAN 35°F FOR THE PLACEMENT OF EPOXY PAVEMENT MARKINGS. THE ROADWAY SURFACE SHALL BE DRY AND THE AIR AND PAVEMENT TEMPERATURES SHALL NOT BE LESS THAN 60°F FOR THE INSTALLATION OF TYPE I PAVEMENT MARKING TAPE, AND SHALL NOT BE LESS THAN 50°F FOR THE INSTALLATION OF EXTRUDED THERMOPLASTIC.

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